

North America Emission Control Area Fuel Oil Non-Availability Report

ECA0100

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##

##(Include Double Pound for comments, not form fields)

##Report Form ID

Ship Operator Name Vessel Name

Maersk Line A/S Gerd Maersk

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Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice	Name of Ports after First Notice
Denmark	930245	10/1/2015	Shanghai (Yangshan)	Long Beach

Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption
Shanghai (Yangshan)	Shanghai (Yangshan)

Name of Original Fuel Supplier with Disruption

Chimbusco International. Port would not allow fueling because of safety due to Typhoon

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Number of Fuel Suppliers Contacted	Date of Entry in the ECA	Time of Entry in the ECA
NO suppliers could supply due to port closure	10/13/2015	Estimate 05:30

Sulfur Content of Non-Compliant Fuel Oil

Before entering the ECA the vessel will run on 1.05%S heavy fuel oil. Before entering the ECA we will flush for two hours

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Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?
33	Long Beach	Yes

Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC
Yes	4

Name of Second POC	Compliant Fuel Oil at Second POC?
Long Beach is the only port call in the ECA	NA

Plan to Bunker Compliance Fuel Oil at Second POC?

NA

Number of Fuel Suppliers Contacted at the Second POC?

NA

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Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?
10/20/2015	estimated 0:00 (midnight)	Yes

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Number of Separate Visits to the ECA
2 including this visit

Number of Ports visited in the ECA
2

Previously submitted ECA0100 forms?
none for this vessel

Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail
5 for our total fleet since 2012	Palle Laursen	Palle.Laursen@maersk.com

Designated Corporate Official Phone Number	Description of Actions to Achieve Compliance
+45 3363 4580	<p>After learning that no fuel could be delivered in Shanghai due to safety shut-down for the typhoon, we evaluated inducing a call in Busan. Unfortunately ECA compliant fuel was not available in Busan without 2-3 days delay. The vessel is running higher speed at sea to allow lower speed and consumption in the ECA. After calculating consumption carefully, the vessel plans to delay the initiation of the fuel switch and flush only 2 hours prior to entering the ECA (Our usual SOP is 6.5 hours for this vessel). Previous data indicates sulfur content after 2 hours flushing should be approaching the required 0.1% level. This plan will conserve fuel so that the vessel is able to run on compliant fuel during most or all of the ECA transit, with any excess emissions at the ECA boundary rather than near shore. Additional compliant fuel will be delivered in Long Beach.</p>